this lines or less constitute a square.

BAILBOADS.

PRICE BALTIMORE AND OHIO RALBOAD COMPANY.

On and offer SURDAY HIGHE, Dee. 12, 1864.

On and offer SURDAY HIGHE, Dee. 13, 1864.

Passenger Trains between Washington and Baltimore will ven as followers.

TRAIRS MOVING NORTH.

TO. 1.—BALTIMORE, WAT STATION AND HARRIBURG TRAIRS MOVING NORTH.

TO. 2.—NEW TORK AND PHILADELPHIA EXPRESS—Leave Washington 5.0 a. m. Arrive at Philadelphia 1.6 pp. m.; Mew York 5. Np. m. Ro Baltimore tokets sold.

FO. 2.—BLATIMORE AND WESTERN TRAIN.
—Leave Washington 5.15 a. m., stopping at way stations, connecting at Bellay with the Mail Train for the West, and reaching Baltimoral 0.00 a. m.

Washington II. 18 a. m. Arrive at Baltimore 12.46 p. m.; Pshiadelphia 5.27 p. m.; New York 10.00 p. m.
NO 8.—DEALTHORE TRAIN AND WAY STATIONS.—Leave Washington 8.00 p. m., connecting at Rolay with Frederick train. Arrive at Baltimore 4.00 p. m., connecting at Rolay with Frederick train. Arrive 18 Baltimore 4.00 p. m., connecting at Rolay with Frederick train. Arrive 18 Baltimore 4.00 p. m. This train stops at Hindenshurg, Believelle, Learel, and Anna polis Junction only AMD EEW YORK 18 PRESS TRAIN—Leaves Washington 6.00 p. m. Arrives 18 Express Train 18 p. m. Mallis and passengers by this train connect with all the early morning. Hose leaving New York for the East, North and West. No Philadelphia and Baltimore tickets sold by this train, which is limited in capacity by Govarnment orders, to ismure the mails.

S.—BALTIMORE AND HARRISBURG

LIN-Leave Washington at 6.45 p. m. Arat Baitimore at 8 in Baitimore at 8 in a. 9.—NEW YORK, PHILADRIATHIA and
THEN TRAIN—Leave Washington at 7.30
m. stopping at Relay House for Westeris
engers to take Express Train for Orasfon,
seling, Parkersburg, and all points in the
E. Reaches New York at 6,15 s. m.
or Annapolis the connections will be made
to 8.15 m. and the 3 and 4.30 p. m.
Washington. No train to or from Annapomenday.

with the 5. Ioa. m. and the 3 and 4.50 p. m. from Washington. No train to or from Annapolis on Standay. SUNDAY TRAINS.

The only trains from Washington for passengers on Sunday are the 5. Ioa and 11. Ioa. m., and 3.00 p. m. for Baltimore, and 7.30 p. m. for Baltimore, Philadelphia, New York and the West, and the 6.00 p. m. for New York out. TROM BALTIMORE, the only trains on Sanday are Nos. 2 and 4, at 4.30 s. m., and 5.50 s. m., with the New York passengors and mails, and the No. 6 at 3.30 and No. 6 at 6.00 p. m. Sleeping cars direct to New Tork on 7.30 p. m. trains daily.

Through tickels to the West, as well as to Philadelphia, New York or Boston, eah be had at the Stailon Ticket Office at all hours in the day, as well as at new office in the American Telegraph Building. Pennsylvania wewene, between Jour-and-a-Half and Sixth streets.

Baggage will be checked at all hours; also for through points, to save trouble and confusion at the departure of the trains.

For further information, tickets of every kind, &c., apply to George S. Roonts, Agent at Washington, or at the Ticket Office.

W. P. EMITH,

Master of Transportation.

PHILADELPHIA, WILMINGTON, AND
BALTIMORE RAILBOAD.

TIME TABLE. Commencing MONDAY, December 19th, 1864, trains will leave depot, corner of Broad street and Washington avenue, as follows: Marcat September 1864, and Mashington at 4.05 a. m., (Mondays expeted), for Baitimore and Washington, stopping at Wilmington, Perryvanis, and Magnolia.

Way Mail Train at 6, 15 a. m., (Sandays expeted), for Baitimore, stopping at all regular viations, consecting with Delaware railroad at Wilmington for Milford, Salisbury, and intermediate stations.

ate stations.

Express Train at 1.15 p. m., (Sandays exped.) for Hattimore and Washington, stopping Chester, Wilmington, Ekkon, Perryville, 4 Havre-do-Orace.

Express Train at 8.50 p. m., (Sundays exped.) for Baltimore and Washington, stopping Wilmington, Newark, Ekkon, Northessi, rryville, Havre-de-Grace, Perryman's, and gnolla.

Magnolla.

Right Express at 11.15 p. m., for Baltimore and Washington, stopping at Chester, (only to take Baltimore and Washington passengers,) Wilmington, Newark, Elkton, Northeast, Perryville, and Hawre-de-Orace.

Passengers for Fortress Mouros will take the same

PASSENGER I TRAID.

ACCOMMODATION TRAINS—Stopping at all lations between Philadelphia and Wilming-

Leave Philadelphia at 11.00 a. m., 4.00, 5.8; d 10.00 p. m. The 4.00 p. m. train connects ith Delaware Railroad for Milford and interre Wilmington at 7, 15 and 9, 30 a. m., 2, 30 8 Wilmington at 12 m., 4. 24, 8. 33 and 9. 54

SUNDAY TRAINS.

Express Train at 4.05 a. m. for Baltimore and dile, Havre-de-Urace, Asserted, and Magnella.

Might Express at 11.15 p. m. for Baltimore Machington, stopping at Chester, for Baltimore and Washington passengers, Wilmington, Market, Eikton, North-East, Perryville and

Nowark, Elkton, North-East, Perryville and Havro-de-Orase.
Accommodation Train at 10 p. m. for Wil-mington and Way Stations.
BALTIMORE FOR PHILADELPHIA.
Leave Baltimore at 0.20 p. m., stopping at Havre-ds-Grace, Perryville and Wilmington. Also stops at Rikton and Newark (to take passengers from Washington or Baltimore,) and Chesier to leave passengers from Baltimore or Washing-ton.

Chave Wilmington for Philadelphia at 6.30

P. BROW BALTIMORE TO PHILADELPHIA.
Leave Baltimore 8.25 a. m., Way Mail; 1, 16
p. m., Sepress; 4.25 p. m., Way Tsain; 6.35
p. m., Sepress; 9.25 p. m., Express, 14.25
m., Sepress; 1.25 p. m., Express, 14.25
m., Sepress; 1.25 p. m., Express, 1.25
m., Sepress; 1.25
m

p. ms.
Leave Wilmington at 5.13, 9.40 a. m., 2.25,
4.56 and 12.25 p. m.
PREIGHT TRAIN, with passenger our attached, will leave Wilmington for Perryville
and intermediate entitions at 7.55 p. m.
janli H. F. KENNEY, Superintendent.

EXPRESS. A DAMS EXPRESS COMPANY, OFFICE 614 PENN. AVENUE, WASHINGTON CITY, D. C. GREAT EASTERN, NORTHERN, AND WESTERN EXPRESS PORWARDERS.

GREAT EASTEIN, NORTHERN, ASD WESTERN EXPRESS PORWARDERS.

Merchandise, Money, Jewelry, Valuables, Noies, Stocks, Bonds, &c.,
Yorwarded with SAFETY AND DISPATCH to all secessable sections of the country. This Company has Agencies in the principal railway towns in the ROATH, EAST, WEST, AND NORTHWEST.

Its principal offices are WASHINOTON, D. C., NEW YORK, BOSTON, PHILABELPHIA, BALTIMORE, CINYATI, ST. LOUIS, LOUIS.

Connections are made as New York and Boston with lines forwarding in the Genedas and to the British Provinces, and with siseamally lines to Liverpool, Southampton and Hayre, and these by Enropean expresses to all prominent commercial towns in Great Britain and on the Continent, Collection of Noies, Drafts and Bills made at all accessible parts of the United States.

Yeachington, D. C.

OCT. KIDWELL & HENDERSON, 22-77

PAPER HANGINGS,

WINDOW SHADES, SHADE TRIMMINGS, Selling at REDUCED PRICES,

367 D street, near Ninth, Franklia Hall Building All work in their line executed promptly in the CITY or COUNTRY

Dailp National Republican.

WASHINGTON, D. C., TUESDAY EVENING, AUGUST 29, 1865.

RAILBOADS. 1864 ARRANGEMENTS 1864

NEW YORK LINES. THE CAMPRE AND AMBOT AND PHILADEL-RIES LINES.

FROM WALNUT STREET WHARF AND RENSINGTON DEPOT.

WILL LEATE AS FOLLOWS, VIE: a. m., via Camden and Amboy—C. and Assommedation m, via Class Ticket.
Glass Ticket.
A. m., via Kensington and suity—Rappress
m, via Camden and Amboy—C. and
mmodation.

Journmodation.

City—Express 3.00
Al 12 m., via Camden and Amboy—C. and
A. Accommodation. 2.23
Al 2 m., via Camden and Amboy—C. and
A. Express. 3.00
Al 3 p. m., via Kensington and Jersey
City—Washington and N. Y. Express. 3.00
Al 6 j. p. m., via Kensington and Jersey
City—Washington and N. Y. Express. 3.00
Al 13 j. Nie Nesnington and Jersey
City—Evening Mail. 3.00
Al 13 j. Night, via Kensington and Jersey
city—Southern Mail. 3.00
Al 13 j. Night, via Kensington and Jersey
city—Southern Express. 3.00
Al 6 p. m., via Canadian and Amboy—Accommodation (Fröght and passenger;)
but classification of the commodation of

PHILADELPHIA AND NEW YORK LINES. Leave Wainst strees wharf at 6 and 5 s. m., 13 m., and 2 p. m.
Leave Kensington Depot at 11, 15 s. sa., 2, 3, 6, 50 and 6, 45 p. m., sand 12, 50 s. m. (night.)
The 6,45 pc m. time runs daily; (all others, finndays excepted.)

NEW YORK AND PHILADELPHIA LINES. Leave root of Barriay street at 7, 8, and 10 a.
From foot of Cortland street at 7, 8, and 10 a.
m, 12 m, 4 and 6 p, m, and 12 night.
The 6 p, m, line runs d. 117, (all others, Sundays excepted.)
W. H. GAZZMER, Agent,
Philadelphia and New York Lines.
Philadelphia, Dec. 23, 1833.

Active To

GREAT PENNSYLVANIA BOUTE TO NORTHWEST AND SOUTHWEST.

FON AND AFTER DECEMBER 20, trains will leave Baltimore, from North Calvert Station, as Consequent of the second of th

THE 6.15 A. M. TRAIN FROM WASHINGTON Connects with the 9.20 a. m. train from Bal-timore for Frittburgh and the West, and for Hinira, baffalo, Rochesiar, Dua-kirk, Ganandaigus, and Alegara Falls, and for New York City.

THE 4. 30 P. M. TRAIN FROM WASHINGTON Connects with the 5 p. m. train from Bal-timore for Pittaburg and Brie.

THE 6.45 P. M. TRAIN FROM WASHINGTON
Connects with the 10 p. m. Express from
Baltimore and runs through to Pittaburgh and Ellings, without change
of cars, connecting at Pittaburgh
for Cinelmunt, chicago, and
B. Lonis, and at Ellings
for Buffalo, Roohes[ter, and Syracuse.

ONE THROUGH TRAIN ON SUNDAY, Leaving Washington at 3 o'clock p. m. SLEEPING CARS ON NIGHT TRAINS. SOLDINES' TICKETS AT GOVERNMENT RATES.

LOW FARE AND QUICK TIME.

48-POT Tickets and any information apply at the Office of the drawn from the August Person of the Office of the Grant Pennsylvania Route, corer Pennsylvania avenue and Sixth street, under National Hotel, and Depot House, No. 463 Catreet, near New Jersey avenue, Washington, J. N. DUBARRY,

Superintendent N. C. R. R. Person of the Control o

STEAMSHIPS. EW YORK WASHINGTON

WASHINGTON
STRAMSHIP COMPANY,
(OLD LINE,)
NEW YORK, ALEXANDRIA, WASHINGTON
AND GEORGETOWN, D. C.
OCEAN STEAMERS
BALTIMORE, REBECCA CLYDE, AND EMPIRE,

IN CONNECTION WITH INLAND STRAMERS GEORGE H. STOUT, MAY PLOWER, AND ANN ELIZA.

Regular Sailing Days THESDAYS and FRIT-DAYS, at 12m., from foot of High street, Georgetown, and Pier 15, East River, (foot of Wall street,) New York. ANN BLIZA

street,) New York.

For freight or passage apply to
C.P. MOUGHTON, Agent,
foot of High atreet, Georgetown,
M. ELDRIDGE & Co., Agents,
Prince Street Wharf, Alexandria,
JAMES HAND, Agent,
17 Wall street, New York,
Freight received constantly and forwarded to
all parts of the country with dispatch, at lowest
raise.

ATLANTIC STEAMSHIP CO.'S LINE

SCREW STEAMERS
BETWEEN
NEW YORK, WASHINGTON, ALEXANDRIA,

BTEAMERS

E. C. KNIGHT, Captain J. J. Mason,
JOHN GIBSON, J. R. Keily,
Leave Pier No. 12, North River, New York, at 4
'clock, p. m., Tuesdays and Fridays,
Leave Saow's wharf, 107 Water street, Georgeow, at 9 a. m., Wednesdays and Saturdays, for
lew York.

Fright product.

dispatch, at fair raise.

Passage and State rooms, with superior accommodations for comfort and pleasure, direct through from Washington to Albany, Troy, and Saratoga. Tickets good for either night or day streamers, St. John, Hondrick Hudson, Daniel Drew and G. Vibbard, on the Rudson river.

Through to Providence and Beston by the splendid steamers of the Neptune Steamship Company, and to Portland by Cromwell's oldestablebed line.

For Praise.

ompany, and to Porman-stablished line.

For Freight and panage, apply to

It SKOW & CO.,

107 Water street, Georgetown,

FLOWERS & BOWEN,

Alexandria, Va., H. B. CROMWELL & Co., 86 West street, New York.

Passage and State-rooms can be engaged at the lempany's Office, 241 F street, between Thir-worth and Fourteenth, Washington, D. C. 166-d.

JOHN R. ELVANS & CO. M. ELVAND & CO.,
Doublans avenue and 303 C street
WASHINGTON, D. C.,
DRALESS (8
KEO HARD WARE. KEG HARDWARK

CUT NAILS-Finished, 6 to 12d; Fence, 5 to

OUT MAILS.—Finished, 6 to 124; Fence, a to CHI Mai Box, 6, 7, 04. CUT SI'IKBE.—I to 7 Inches. CLINGH SAILS.
FARMED AND BOAT SPIKES,
BORSE HORS, Burden's Government, No. 1 to 5; U. and V. Martin, C. 1 to 10; Publisher, No. 1 to 5; U. and M. Norsk Salle, Martin, Martin, Martin, Martin, Martin, Martin, C. 10 to 10; Publisher, No. 1 to 10; New London, 6 to 10; "American, "9 to 10, appl.

TREMS: NET CASH 1

PROPOSALS.

LARGE GOVERNMENT SALE STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

QUARTERNASTHE GENERAL'S OPPICE, MASSINGTON, D. C., July 30, 1865.
Sealed Proposals are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following-named named STEAMBOATS, WHARF-BOATS, BARGES, and

other property.

AT LOUISVILLE, KY., UNTIL WEDNESDAY, AUGUST 30, 12 m., for the Model Barges Charmer, Heary Clay, Woolfolk, Payne No. 5, and B. Norton, and for seventeen (17) Gnuwale Barges;
All of which can be seen at LOUISVILLE, KENTUCKY, until the day of sale.

Por the side-wheel Steamboat D. A. January, registered Too tens.
Bide-wheel Steamboat Ohio, (wreck.)
And thirteen (13) Gunwale Barges.
All of which can be seen at NEW ALBANY, IN-DIANA, until the day of sale.

AT ST. LOUIS, MISSOURI, UNTIL TUESDAY, SEPTEMBER 3, 12 m., Side-wheel Steamer Autocrat, registered 502 tons. Side-wheel Steamer Letta, registered 476 tons. Side-wheel Steamer J. H. Baldwin, registered 208 tons. Side-wheel Steamer John Raine, registered 620 tons.

Side-wheel Steamer Metropolitan, registered 387 tons.

Bide-wheel steamer R. C. Wood, (formerly the Louisiana), registered 737 tons.

Bide-wheel Steamer Nebraska, registered 673 tons.

Side-wheel Steamer Halite, registered 700 tons.

Side-wheel Steamer Rimma, registered 304 tons.

Stern-wheel Steamer Victor, registered 304 tons.

Stern-wheel Steamer Alpha, registered 305 tons.

Stern-wheel Steamer Nick W. Hughes, registered

Stern-wheel Steamer Nick W. Hughes, registered

180 tone.

Stern wheel (tow-boat) Steamer Newsboy, registered 120 tons.

Stern wheel Steamer Stiver Lake, registered 140 tons.

tons. Stern-wheel Steamer Echo (sunk.)
Stern-wheel Steamer Mattle Cabier, registered
189 tons.
Stern-wheel Steamer Porter, registered 113 tons.
Stern-wheel Steamer Ajone, registered 211 tons.
Stern-wheel Steamer J. S. Pringle, registered 318 tons.

tons.

kern-wheel Steamer Jennie Hopkins, registered
250 tons.

kern-wheel Steamer Lioness (tow-bont,) regis-tered 256 tons.

Stern wheel Steamer Virginia Barton, registered Steam wheel Steamer Virginia Barton, registered Steamer Virginia Barton, registered Steamer Virginia Barton, registered Cotons, Sterew Tog Michigan, registered 128 tons, and Whatf-boat Dearbern, 200 tons.

Liso,

For the Model Barges General Sheridan, Keokuk No. 1, Keokuk No. 2, Trenton, Bt. Louis, Hartford, Aaus, Archie, Larimer, William Tight, Frank Dougherty, Duchees, Chantie, Phillips, Vulcan No. 1, Vulcan No. 5, Vulcan No. 3, Vulcan No. 4, Vulcan No. 5, Vulcan No. 5, Vulcan No. 5, Vulcan No. 6, Vulcan No. 7, Boss, Glendale, Rowens, J. C. Gault, Bob Grier, Dan Hisley, Ed. Kline, Sur's, Jessel, Gillmore, Stoutherner, Guthre, C. J. Cafrey, Ben. Gerish, Cartwright, and burat wrocks of Guthrie, Haight, and Hercules.

And seven (7) gunwale Barges.

C. J. Caffrey. Ben. Gerrish. Cartwright, and burat wrocks of Outrie, Haight, and Hercules.

All of which can be seen at ST. LOUIS MISSOUBI, until the day of sale.

Also, One (1) Wharf-boat, 300 tons; Wharfboat, (2. C. Irwin,) 148 tons; seventy-seven (77) Gunwale Barges; model Barges Emms, Fanny, Adam Sproule, Laura, and Roanoke; six (6) Coal Boats; one (1) Yawi Boat; four (4) Skiffs, and two (2) Small Flant, and Roanoke; six (6) Coal Boats; one (1) Yawi Boat; four (4) Skiffs, and two (2) Small Flant, and Roanoke; six (6) Coal Boats; one (2) Small Flant, and Roanoke; six (6) Coal Boats; one (2) Small Flant, and Roanoke; six (6) Coal Boats; one (2) Small Flant, and Roanoke; six (6) Coal Boats; and Roanoke, six (6) Coal Boats; one (1) Westmoreland, Roanoke, Josephine, and No (2) and three (3) Box Barges.

All of which can be seen at EVANSVILLE, INDIANA, until the day of sale.

Also, One (1) Wharf-boat, 426 tons; one (1) Gunwale Barge, and two (2) Coal Boats.

All of which can be seen at HELENA, AR-KANSAS, until the day of sale.

Also, Wharf-boat Michigan, 137 tons; wharf-boat Chancellor, 365 tons; five (5) Ganwale Barges, and one (1) Coal-boat.

All of which can be seen at the MOUTH OF WHITE RIVER until the day of sale.

Persons making proposals for more than one boat or barge should give the name or number of such that or barge bid for, with price proposed to be given for each. Each envelope containing a bid should be sealed, and the name of the boat or barge, or de-saled, and the name of the boat or barge, or de-

mace envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property endorsed therson, and addressed to Brigadier General L. B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of River Transportation at the points designated for opening bids. The Government reserves the right to withdraw any of the above property, and to reject proposals if deemed too law. In United States curreyment to be made in the state of the proposal, and print of the delivers of the above the proposal, and print of the delivers of the accuracy.

and the points designated for opening holds indraw may of the above reporty, and to reject propose and style designation of the property and the property of the property.

A full description of the property may be obtained in the property of the property

CONDITIONAL PREEDMEN IN

MARYLAND.

An assistant commissioner of the Freed men's Bureau, who was recently sent to invertigate the condition of the freedmen in the lower counties of Maryland, their treatment by their late masters, etc., has just made a report of his investigations to Gen.

Howann. He says many complaints are made, by the majority of planters, of indelence and imprudence on the part of the negro; scarcity of labor; increase of crime; of the pernicious influence of the Freedmen's Bureau in inculcating a spirit of insubordination, and of the attempt, by military authority, to place in abeyance their State laws regarding negroes. They also complain of the disposition of the Government to incist on their supporting the infirm and aged of their former slaves, and

threaten resistance to such action.

"The freedmen complain of the neglect and refeasal of their employers to pay them; of ill treatment; of the opposition to a reunion of families separated by slavery; the resent to old methods of punishment; the impossibility of receiving protection to either person or property by appeal to civil authority; of suffering caused by planters turning away their aged and infirm servants to die of want and exposure, or be taken care of by the Government; of the refusal of many planters to hire those who have relatives in the service of the United States."

In reference to the complaints of the planters

In reference to the complaints of the plan-

"It is a noticeable fact that the statements made by the freedmen coincide fully with those of the few loyal whites in this section, though it is not surprising when it is considered that the treatment of loyal men in these counties has been similar to that received by the freedmen."

Several affidavits are produced to prove that white Union men cannot secure justice before the civil courts of the several counties. Numerous instances are also cited showing the barbarities practiced upon the freedmen by the disloyal whites. The statements of the negroes are made under oath, and are corroborated by loyal white residents. The following cases will serve as a specimen of the

whole:
Calvert Lee, a colored man in St. Mary's county, was assaulted and cruelly beaten by one Dr. Robert Neal, who has been confined in the Old Capitol prison on charge of firing from an ambush upon the troops sent in pursuit of the assastin Booth, and who is said by his neighbors to be a desperate character. Neal drew a pistol and attempted to shoot Lee; an application supported by the affidavit of Lee was made by Lieutenant O'Brien, the Assistant Commissioner of the District, for a warrant to arrest Neal, and was refused on the ground that Lee was not a competent witness.

Isaac Craig, a colored man, for taking off his hat to cheer the speaker, who referred to the emancipation act, was set upon by several scoessionists, among whom was one Dent, a magistrate, and one Smoot, a constable, knocked down repeatedly, and beaten until life was nearly extinct. After several blows had been struck, Craig attempted to defend himself, and for this he was afterwards arrested, and by this same magistrate, Dent, one of the assaulting party, committed to prison for an attempted assault on a white man.

Other colored men, who merely threatened Calvert Lee, a colored man in St. Mary's

prison for an attempted assault on a white man.

Other colored men, who merely threatened to defend themselves if attacked, were arrested, whipped and compelled to give bonds to keep the peace for six months.

According to the testimony of Union men the condition of the freedmen is very bad. Emancipated late last autumn, they were turned adrift with neither food nor clothes. Many could not find employment, and idiness and want induced orime. The report continues:

"Instances of ill-treatment and of the taking of the law into their own hands by the white citisens of St. Mary's, Charles and Prince George counties might be multiplied. Many planters remark: "We shall have another St. Domingo here," and, adds the author of the report, 'unless some means is devised to secure from these planters simple justice—the freedmen ask no more—the fear of the planters may be verified in some bloody outbreak!"

outbreak.' ''
The complaint of a searcity of labor is well founded. Not more than one half of the usual amount of land is cultivated this year

For immediate delivery; and
AL CLASSES OF GOVERNMENT SECURITIES
Bought and Sold on Commission.

A Brear Munder, —Mrs. Ephraim Griswold, a wealthy old lady who resides in the
Purchase and Sole of Government Securities, we
must respectfully solidity on orders,
must respectfully solidity of the Mayor and Bought and Sold on Commission.

A Brear Munder, —Mrs. Ephraim Griswold, a wealthy old lady who resides in the
Purchase and Sole of Government Securities, we
must respectfully solidity of Government Securities, we
must respect to the late Council, respecting the power
of the Mayor to resolution from the
Corporation Agree for the Board of the Solid to the Agreet panie prevails among the populadation, particularly the Christian portion of its
and people are fleeling by thousands in every
direction from the city. It is hoped, to work that the similarity measures adopted by
white thouse the other day beat of the Mayor to feeling by the Christian portion of its
white thouse the other day that its
next fleeling to the Matter to favor the Board to the proceed to the late Council, respecting the power
of the Mayor to feeling by thousands in every
direction from the city. It is hoped, to work t

COUNCIL PROCEEDINGS. Board of Aldermen.

Owen, A. Lloyd, Lewis, and Cross.

The Chair isld before the Board a communication from the Mayor in answer to a resolution in regard to obtaining the consent of the proper authorities for the completion of the new Centre Markel House. The Mayor states that the building was a opped by the late Secretary Usher, in compliance with a resolution of the House of Representatives, and that he was now about bringing the matter to the attention of the present berelary, with, however, little expectation of Representatives, and that he was now about bringing the matter to the attention of the present becretary, with, however, little expectation of Representatives, and that he was now about being permitted to proceed with the building. Referred to a special committee, consisting of Mesers. Magruder, Lewis and McCathroo.

Also, a communication nominating & V. Howell as apothecary for the poor in the Seventh ward, vice Othe Howwell, deceased. The nomination was unanimously confirmed.

Also, a communication amounting his approval of an act authorising the water mains to be laid in certain streets and avanues in the First.

led States Telegraph Company, requesting permission to ron two wiresover the Gity Hall building. Referred to a special committee consisting of Mosers. Noyes, Lloyd, and Owen.

Mr. Owen presented the petition of John Bligh and others. Referred to the Committee on Improvements.

Mr. Owen presented the petition of John Bligh and others. Referred to the Committee on Improvements.

Mr. Barr presented the petition of Catharine Smith, asking the remission of a fine. Referred to Committee on Claims.

Also, the petition of Wm. M. McCauley. Referred to same committee.

The same gestlemas also offered the following resolution; which was passed:

Reserved, the was passed:

Reserved, the was passed:

Reserved, the was passed:

Reserved, the was passed:

Mr. Also, the payed gathers of the city for the purpose of carrying off their waste water.

Mr. McCathron presented the petition of Hugh McGinnie. Referred to the Committee on Improvements, reported back the following bills; which were passed: bill to repair a break in which were the Gootway on the south front of square No. 728, in the Fifth ward; bill to grade F street south, near First street saut; bill to paye the footway on the south front of square No. 728, in the Fifth ward; bill to grade F street south, from Sevenit to Eleventh streets west.

Mr. Magrader here took the chair, and Mr. Terron, chairman of the Committee on Drainage, Sewerage, and the Distribution of Water, reported back the bill to construct a barrel sewer on Tenth street west, from New York avenue for the camp.

On motion, the bill was referred to the delegations of the Second and Third Wards.

Mr. Turtou introduced a bill to construct a barrel sewer on Tenth street west, from New York avenue for the camp.

Also, a bill accompanied by a petition to eath on the salue from Fourteen the Pitchen of Square So, on the smith street west. Passed.

Mr. A. Lioyd, chairman of the Committee on Drainage, Sewerage and two the north and east fronts of Square S, on the smith street west. Referred to the Committee on Fi

NO. 232.

proper anthority for a breach of an ordinance of this Corporation; that power, if it reats at all, rests in the legitimate body under the charter. He can no more release a fine than he could any other debt due the Corporation, indicially ascertified. There is no such power given in the charter, and I am not aware of any by-task wheth it is attempted to give it to him. Very respectfully, Jos. Il Bandary, Very respectfully, Jos. Il Bandary, also, a communication from the Mayor transmitting an invitation from Jos. E Schback to the Coulds to visit his atone quarries on the Potomac river and Rock crosk; which, on motion of Mr. Auderson, was accepted.

Also, a communication from the Collector in reply to a resolution of this Board, stating that the taxes paid in at his office by colored people during the Sical year coulding June 30, 18c4, amounted to \$3,085.00, and regrets that he is unable to state the amount of taxes collected from that class of persons during any former or subsequent years, the law not requiring a separate account to keet.

Also, a communication from the Register,

the law not requiring a second to the Register Also, a communication from the Register stating the entire amount of money paid for the purchase of the ground and the erection and enclosure known as the Central Guralhouse and pipe yard, amounts to \$23,477.50, Referred.

Mayor to inform this Board what steps have been taken for the payment of the sum claimed by the board of trustees of colored public schools, for the support of said schools, and if no steps tay on the support of said schools, said if no steps tay of the support of said schools, said if no steps tay of the support of said schools, and if no steps tay of the said trustees on the said trustees of trustees of the said trustees of

assed. Mr. Anderson introduced a bill to tax and it-Mr. Anderson introduced a bill to tax and it-canse claim agents and intelligence effices, re-quiring a license of \$20 for an office for the pros-ecution of claims, and \$30 for an intelligence office, &c. Referred.

Mr. Ferguson introduced a bill anthorizing the Mayor to have prepared a new Digest of the Gen-eral Laws of this Corporation; which was re-ferred to the Committee on Ways and Means. Mr. Walker introduced a bill authorizing the carbstones to be set and the footway paved win the west front of equares 383, 384, and 383. Re-ferred.

Mr. Dudley introduced a bill to set the curb
and pave the footways on the north side of Virginla avenue and south fronts of squares 3-56, 501,
3-52, and 6-11. Referred.
Also, a petition, very unmerously signed by
property owners and residents of the Sevontii
ward, in reference to the removate of night soil,
and looking to the location of some general place
of deposit outside of the city limits. Referred to
the Genundites on Health.
Also, a bill to repair a guiter at the intersection of G street south and Four-and-a-balf street
west. Passed.
THE FIRE DEPARTMENT.
Mr. Wright moved to snepsud the rules to take
up the bill (B. A.) making an appropropriation
to build an engine house for the Paid Fire Bepartment: which was agreed to.

mr. wright moved to suspine the first to take up the bill (B. A.) making an approportation to build an engine house for the Paid Fire Department; which was agreed as smeadment for the first three sections of the bill, providing that follows be appropriated to snanke the Mayor and Fire Commissioners to put the Metropolitan look and Ladder house in a condition to accommodate one of the steam fire engines and hose cells for the Paid Fire Department, and that so one as the sead building shall have been improved, the Fire Commissioners be directed to remove to the ead building and least the Corporation steam engine and hose reel there, which a new located in the First ward; which was received.

poration secam can be can be rect there, which is now located in the First ward; which was rejected.

Mr. Mead moved to strike out the second and third sections of the bill; which was rejected.

The bill was debated at length, and finally rejected—years 10; mays 11—as follows:
Yeax—Mesers. Anderson, Dudley, Edmonston, Itall, Hazel, Joyce, Rheem, Tynan, Walker, and Wright—10.
Nayx—Mesers. Ferguson, Hamilton, Herrell, Mead, Pengh, Simms, Sewari, Tallert, White, Williams, and President Moory—11.

Exports or comstructs.

Mr. Pengh, from the Committee on improvements, reported the bill [1]. A) making an appropriation for the repair of the culvert on Listeet north, between Twentieth and Twenty Grid streets west. Passed.

Also, reported a diversely on the bill for a gravel footwalk on G street south, between Tenth and Elevanth streets west. Rejected.

Also, reported adversely on the bill for a gravel footwalk on G street south, between Tenth and Elevanth streets west. Rejected.

Also, reported adversely on the bill for a gravel footwalk on G street south, between Tenth and Elevanth streets west. Rejected.

Also, reported bill to lay a sing footway near the K street bridge. Passed.

Also, a bill to set the curb and pave the footway on an ten north side of G street south, from Tenth to Eleventh streets each, from Tenth to Eleventh streets each, Passed.

After, a bit continued to Important to prove the state of the comments on the provided street front of Square S, on the south fourth and seaf fronts of Square S, on the south fourth and seaf fronts of Square S, on the south fourth and seaf fronts of Square S, on the south fourth and seaf fronts of Square S, on the south fourth and seaf fronts of Square S, on the south fourth and seaf fronts of Square S, on the south fourth and seaf fronts of Square S, on the south fourth and seaf fronts of Square S, on the south fourth and seaf front is the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the seaf from I street north to the Urich. Fassed, and the Square S. I street north, the Urich and the Urich and I street north to the Urich and the Urich and I street north to the Urich and I street north to the Urich and I street north, the Urich and I street north to the Urich and I str

THE NATIONAL REPUBLICAN

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year, \$2.00; Three copies one year, \$5.00; Ten
copies one year, \$4.6.0).

BY TELEGRAPH.

Governor Brough.

CLEVELAND, August 28.—Gov. Brough is much worse. There is no hope of his recovery. Death may occur at any moment.

A Chingse Robellion—It appreass Reservings Town China are to the 22d of June.

The new rebellion is spreading reputly, and the rebels have advanced within a hundred miles of Pekin, where they occupy a strong

osition.

The authorities of Pekin have applied for string military officers to come to their re-

lief.

Gen. Burgevine is in the custody of the
Mandarins, who refuse to give him up to the
demands of the American consul.

New Benne, N. C., Aug. 25.—At the meeting of magistrates to appoint boards to register and administer the amnesty oath to register and administer the annesty oath to citizens of Harnett county, resolutions were adopted acknowledging submission to the national authority; that the people of North Carolina desire civil government re-established as soon as possible; rejoicing that peace has been restored to the country; approving the official conduct of Gov. Holden, and recommending Neill McRay as a candidate for delegate to the convention. Colonel Whittlessy, Assistant Commissioner of the Freedmen's Bureau at Raleigh, has found it necessary to issue a circular to disabuse Freedmen's Bureau at Raleigh, has round an necessary to issue a circular to disabuse freedmen of the belief that they are to be presented with farms by the Government, and arging them to make contracts for labor, from the proceeds of which they will be en-

abled to purchase farms. abled to purchase farms.

The Smash-up on the Chesapeake.
Baltisons, Aug. 26.—The collision which took place down the Chesapeake Bay on Thursday night, between the steamer Sea Gull, from Now York for Baltimore, and the steamer George Leary, of the new Baltimore and Norfolk and Richmend line, was quite severe. The steamer George Leary was cut to the water's edge. She had over one hundred passengers. The Sea Gull was not injured. The Leary was, by great exertions, towed into Patuxent river, where she filled with water. She is valued at \$200,000, but will, however, be saved, with serious injury. The passengers were all taken on board the Sea Gull. Two negro hands on the Leary had their legs broken: some others were injured, but not seriously. This is the second collision recently of a similar kind in the Chesapeake.

Chasapoake. Fortune of the Passengers of the Leany.
Fortunes Monton, August 26.....It has heretofore been stated that an accident happened to the George Leary, and it may now be stated that her pussengers arrived here sately by the steamer James T. Brady this morning.

A meeting of the passengers was held on the Brady this morning before landing. They

the Brady this morning before landing. They passed resolutions exonerating the captain and other officers of the Leary from all blame, and other omcers of the Leary from all blame, and complyimenting them for their cooliness and good management in saving their lives and the vessel and the cargo. The eargo has been forwarded to its destination, and the steamer taken to Baltimore for repairs. Anther steamer takes the place, temporarily

List of General Hospitals. Washington,
I. Armory Square, Washington, D. C.,
Seventh street west, between C and D streets
south, in charge of Surgeon D. W. Bliss,
U. S. V.

2. Carver, Washington, D. C., Fourteenth Carver, Washington, D. C., Fourteenth street west, at terminus of city railroad, in charge of Surgeon O. A. Judson, U. S. V. S. Campbell, Washington, D. C., Seventh street west, at terminus of city railroad north, in charge of Surgeon A. F. Sheldon, U. S. V. 4. Columbian, Washington, D. C., Fourteenth street west, at terminus of city railroad, in charge of Surgeon T. R. Crosby, U. S. V.